

Date | Time: May 7, 2008
Chair: Sean Ardussi
Recorder: Evan Brown
Location: Seattle City Hall, L204

Distribution:

MEMBERS PRESENT

- Dongho Chang
- Brian Lee
- Sean Ardussi
- John Beaulaurier
- Jeff Frkonja
- Brian Dougherty
- Rodney ruthrford
- Evan Brown
- Deborah Kuznitz
- Naomi Wilson
- Sean Cryan

MEMBERS ABSENT

- Ryan Dean

OTHER GUESTS

- Monica DeWald
- Howard Wu, SPAB Liaison
- Catherine Claiborne
- David Hiller, CBC
- Michael Snyder, Seattle Likes Bikes
- Kevin Septor
- Michelle Ginder, Sound Transit
- Gary Baldasari, Sound Transit

WELCOME & INTRODUCTIONS

- Meeting called to order at 6:08p
- Public Comments
 - Michael Snyder, Public Comments
 - Handed out notes summarizing
 - Keven Septor
 - Lives on Westlake
 - 2nd Avenue bike lane is very bad
 - Often delivery trucks are parked in line
 - Waterfront streetcar tracks are not used anymore
 - Danger to cyclists
 - Paved over in some places

- SLU way finding signs very good
- David Hiller, CBC
 - Beginning project for weekend street closures in some places
- Naomi Wilson
 - Coworker seriously injured on SLU
- Monica DeWald
 - Sending around Mayor's office census for city boards and commissions

APPROVAL OF MINUTES

- Jeff motions to approve, Brian Dougherty seconds. Minutes approved

INFORMATION & NEWS

- Complete Streets Ordinance, Barbara Gay, SDOT
 - Interest in SF 15 years ago to accommodate bicycles with major transportation investments
 - August 2006, a number of organizations began meeting with Mayor's office trying to get Complete Streets language adopted as part of Bridging the Gap legislation
 - May 2007, adopted as an official city ordinance
 - Ordinance addresses bikes, pedestrians, landscaping and freight travel/use
 - Analyzed established major truck streets as a major network, and gave them less weight when considering Complete Streets
 - Complete Streets does not apply to:
 - Private developers
 - Ordinary maintenance (mowing, street sweeping, etc.)
 - "Where other factors indicate an absence of need"
 - Did *not* include cost-cap as Complete Streets exemption
 - Cost *alone* is not a reason to exempt a street
 - Complete Streets checklist is evaluated by management teams, and at times by Grace Crunican, Director of SDOT.
 - Jeff Frkonja: Did SDOT do training/outreach to project managers regarding Complete Streets checklist?
 - Barbara: Yes, and checklist if being revised
 - Naomi Wilson: Is checklist being used (criteria being applied) in long-term planning?
 - Barbara: Often, long-term planning doesn't consider street-level detail
 - Lessons learned
 - Scope projects early
 - Single point-of-contact in each division who is responsible for Complete Streets compliance
 - Performance measures exist in BMP, and will be added to Complete Streets
 - Need to be better about working with projects that are small but still substantive
 - Barbara: CIP project is usually greater than \$500k in cost (and usually much, much more than that).
 - Local funding exists through Bridging the Gap
 - Sean: Since checklist has been distributed, has it been obvious that projects have implemented criteria?
 - Barbara: Yes, but project managers are being evaluated to ensure criteria is followed

- Sean: If project manager makes exception to Complete Streets, is that information available?
 - David Hiller: Only Grace Crunican approves exceptions, so she is single point of contact
- Sean: Is it possible to get latest version of checklist, and can we critique?
 - Barbara: Yes, and yes.
- Brian Dougherty: Other than exemption for major truck routes, are there no other exemptions for industrial areas?
 - Barbara: No, but industrial access streets have fewer design elements that would make them less applicable
 - Guidelines at <http://seattle.gov/transportation/rowmanual>
- Brian Lee: How does Complete Streets ordinance relate or accommodate the streetcar?
 - David Hiller: SLU street car predated adoption of Complete Streets and is exempt
- Jeff Frkonja: Does ROW manual include guidelines for accommodating non-motorized users?
 - Barbara: No
 - David Hiller: has SBAB received copy of memoranda that city paid Alta Planning (Mia Burke contact) to prepare regarding streetcar interactions with bikes. Contact Ethan Melone for copy.
- First projects
 - CIP – Paving
 - 9 year plan
 - 2007 outcome:
- Link Light Rail, University Station, Tracy Reid; Michelle Ginder, Sound Transit
 - University Link has two stations: Capitol Hill and UW
 - Connects 3 largest urban centers in region (Downtown, Capitol Hill and UW)
 - 6 minutes from CH to DT
 - 9 minutes from UW to DT
 - Will add 70k daily riders to system
 - 115k total (including airport)
 - Capitol Hill Station
 - North station entrance
 - Anticipate half of riders will use this entrance
 - Stairs, escalators and elevators to underground platform
 - Kevin Septor: Are bicycles allowed on escalators?
 - Tracy: typical policy is to have open access for first 6 months, and then evaluate after.
 - Bike Leaders Team – coordinated by Andrew Schmid.
 - South entrance
 - Smallest of three
 - West entrance – corner of Broadway and Denny
 - Bike parking facilities exist here
 - Adjacent to station with separate entrance (from Broadway)
 - Done to allow 24 hr access
 - 20 covered spaces and 4 lockers
 - Michael Snyder: Can bike fit in elevator? Any plan for video surveillance of bike area?

- Yes, bikes can fit.
 - CCTV design not implemented yet
- Rodney Rutherford: Is bike area illuminated?
 - Yes. Some natural and artificial light. Will be well illuminated
- Jeff Frkonja: What is process to reserve lockers?
 - Will likely be handled by Bicycle Alliance of Washington, but likely hasn't been handled yet for this implementation
- Howard Wu: Will entrances be open 24 hours?
 - Plan is likely to keep open during operating hours (~20 hours)
- Sean Ardussi: Are bike racks standardized?
 - Initial line uses 'Core Rack'
- Dongho: Are cyclists encouraged to use light rail?
 - No policy to encourage any specific behavior
 - Dongho: If cyclists are going to be encouraged, design should make use accessible to cyclists
- University of Washington station
 - Tunnel station between Montlake and Husky where parking currently exists
 - Proposing 80 bike rack spaces near pedestrian ramp and Burke Gilman Trail interface that connects UW to terminal entrance
 - Exploring use of Dero hanging rack
 - Covered
 - 500 ft from racks to terminal
 - Bike channel being installed for staircase to allow people to walk bikes up and down
 - Width of staircase is 10'; pedestrian ramp is 16'
 - 50 space rack on east side of bridge stair
 - Lockers not proposed because focus is on maximum usage of space
 - Naomi: Why more bike spaces at UW?
 - Facility near Class 1 trail (BGT) and UW is proponent of more spaces
 - John Beaulaurier: Is there room to expand bike parking at the CH station?
 - Michelle: Yes. There is some undeveloped land that could be developed to accommodate bike parking.
 - Jeff Frkonja: Are there ridership projections that project # of bike riders?
 - Many plans were done in 1999 and preceded many of the guidelines that were established since. Though no official guidelines were used to develop projections, some analysis/demand methods were used to make estimates.
- SDOT Update, Monica DeWald
 - Way finding signs for Arboretum bypass route in
 - First green lane installed last week on Dexter south of Denny
 - Barbara Clemens from Jan Drago's office contacted Monica yesterday and Sean Cryan will be filling Heather's seat on the board

UPDATES & MILESTONES

- Committees
 - Outreach
 - Working on proposal for new SBAB main web page
 - Deb: simplicity is paramount
 - Naomi's pamphlet

- Monica is working on getting pamphlet approved; trying to get funding for limited professional printing; can get generic printing done before Bike To Work day
- Brian: Metro reps will be at next month's meeting
- Admin
 - Draft 'Communication Standards' document approved
- Policy
 - Dongho attended Bridging the Gap oversight meeting on April 15
 - Proposal to use
 - Jeff: Letter drafted to Grace Crunican regarding Ethan Melone's presentation. Received response from Cherice (posted on Yahoo group)
- SDOT Freight/Bike/Pedestrian Ad-hoc Committee
 - Ryan Dean, John Beaulaurier, Sean Ardussi
 - Intention to look at upcoming projects that involve all affected parties.
- SLU Trail Advisory Group
 - Naomi Wilson, Evan Brown
 - Attended initial meeting 5/7/2008

REPORTING & VOTING

- 'SBAB Conduct and Communications Standards' document
 - Evan motion to approve, Jeff seconds. Motion passes
- Two

ADDITIONAL BUSINESS

- Deb pursuing bike contact at Seattle Public Schools
 - Found Gretchen Dedecker
- Establishing Department of Planning and Development contact
 - Sean Cryan pursuing
- Official Streetcar point person
 - Evan volunteers

MEETING ADJOURNMENT

- Meeting adjourned at 8:08p